

CLASSIFICATION CONFIDENTIAL

COUNTRY	Czechoslovakia	REPORT NO.	25X1A
TOPIC	Prerov and Prague-Tocna Airfields		
EVALUATION		PLACE OBTAINED	632755
DATE OF CONTENT	prior to 22 November 1953		
DATE OBTAINED	25X1	DATE PREPARED	8 April 1954
REFERENCES			
PAGES	2	ENCLOSURES (NO. & TYPE)	1 - sketch
REMARKS			

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1. An airfield, which measured about 3 km from southwest to northeast and about 1.2 km from northwest to southeast, was located just southeast of the Prerov (P 50/O 03) - Prostějov (P 50/N 73) road, about 800 meters southeast of Hentschelsdorf (Henclov) (P 50/N 93), and northwest of Bochorz (P 50/O 03). The field was bordered by fields to the southwest and northeast, by woods to the southeast, and by the above mentioned road to the northwest. The field to the southwest bordered on a wood at a distance of about 1.5 km. The only flight obstacle in the vicinity of the field was the church steeple of Bochorz, southeast of the field. There was no spur track leading to the installation. The entrance gate to the field was located at its northwestern side where the Prerov-Prostějov road ran along. A fuel dump was apparently located in the woods south of the field, as tank trucks were continuously observed moving in this direction.

2. The airfield was an old military installation which had been expanded during the years 1948 to 1951. There was a runway and a large hangar in the southern section of the field. The landing field had a firm grass cover which did not become smooth even after heavy rain.

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The runway in the southern section of the field had a length of about 2,500 meters and a width of about 60 meters and extended from southwest to northeast. It was allegedly to be extended toward the southwest by 500 meters. The runway with a concrete cover, 20 to 25 cm thick, was allegedly suitable for landings by heavy aircraft. Concrete taxiways, about 8 meters wide, branched off north and south of the runway and extended to the hangars. Concrete dispersal areas, each about 30 meters square, were located just south of the points where the taxiways meet the runway. Two MiG-15s ready to take off were observed parked on one of these dispersal areas. There were three hangars, each 10 meters high and with sliding gates of corrugated sheet metal. Two of them were old and repaired hangars, each 25 x 50 meters, located in the northeastern corner of the field, while the third hangar measured about 30 x 60 meters and was located at the southern edge of the field. Six or 7 low wooden barracks, each about 12 x 50 meters, and garages for the air force unit at the field were located in the northeastern corner of the installation, northeast of the two small hangars. In front of these hangars assembly and repair work was being done on aircraft. A radio installation was housed in the control tower at the southeastern edge of the field, about 50 meters northeast of the large hangar.

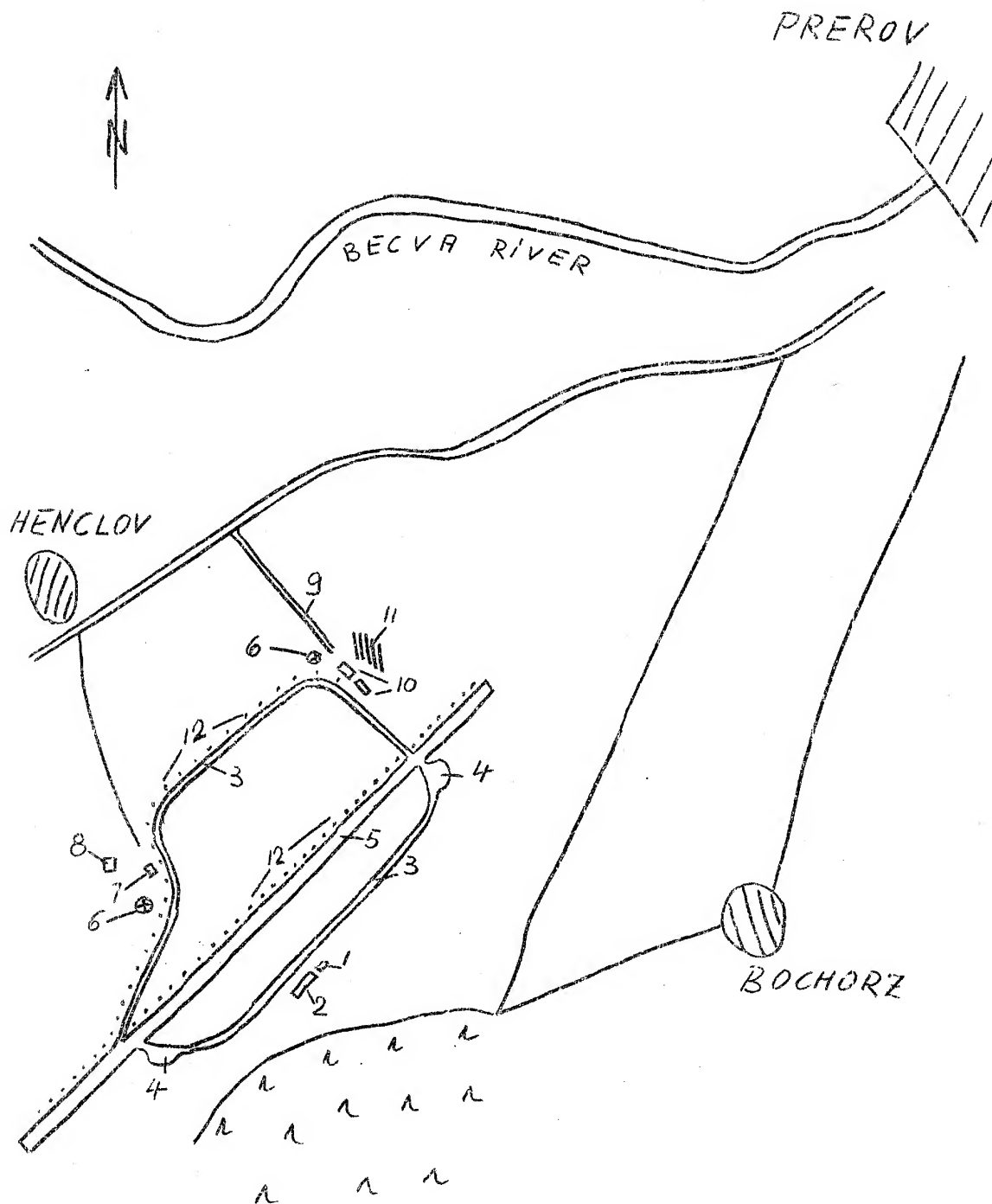
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Annex  
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Prerov Airfield



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For legend, see next page.

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A weather station was located in the hangar at the northeastern corner of the field. The runway and taxiways were illuminated at night. No fence surrounded the field. There were no AA gun emplacements or preparatory work for AA protection, nor were camouflage measures observed at the field.

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3. A total of 25 to 30 MiG-15s with Czech nationality markings were observed at the airfield; they were mostly parked in the hangar.

A pilot school for re-training on jet aircraft, equipped with 4 to 6 two-seater MiG-15s, was stationed at the field. Practice flights were made by individual aircraft or in elements of two. Formation flying by larger formations was not observed.

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A shed for glider aircraft at the southwestern corner of the field was at the disposal of the local Aeroclub.

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4. Two MiG-15s were manufactured weekly in the Aero Plant in Prague (G 51/L 78).<sup>3</sup>

5. A glider airfield, about 300 to 500 meters, was located northeast of Prague-Tocna (O 50/L 77), about 3 km east of the Vltava River near Zbraslav (Zabohlitz) (O 50/L 77). There was a wooden hangar, 35 x 25 meters, for glider aircraft. Prior to November 1953, a training course for about 15 glider pilots, under the command of Colonel Fibíř (fnu) of the Svazarm Organization (Svaz Pro Spolupráci Armádou), had been located at the field. The glider pilots were strictly forbidden to fly over military airfields.<sup>4</sup>

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1. Comment. For layout sketch of Prerov airfield, see Annex. The description of the airfield agrees with available information.

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2. Comment. Prerov airfield is believed to be occupied by a Czech fighter regiment equipped with MiG-15s and a Czech pilot school for re-training on jet aircraft.

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3. Comment. According to available information, only aircraft fuselages, allegedly 3 units per day, are being manufactured at the Aero Plant at Prague. Aircraft wings are being produced at the Avia Plant. The assembly of aircraft is performed at the Letov Plant.

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4. Comment. Only one report has previously been received according to which a glider-pilot school for pre-military training was inaugurated at Prague-Modruš, 3 km northwest of Tocna, in June 1947. It is believed that the airfield for glider aircraft mentioned in the present report belongs to this school. Colonel Fibíř is reported for the first time. The Svazarm Organization is the pre-military organization of Czechoslovakia and corresponds with the DOSAF Organization of the USSR.

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